2.4 APPENDIX CHANGES

Appendix H Traffic has been modified to include the information presented on the following pages.

PACIFIC CITY EIR
TRAFFIC IMPACT ANALYSIS ADDENDUM
Huntington Beach, California

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February 18, 2004

LLG Project No. 2-002133-1

Prepared by:
Keil D. Maberry, P.E.
Associate Principal

INTRODUCTION

Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit the following addendum to the Pacific City Draft Environmental Impact Report (DEIR) Traffic Impact Analysis (TIA), dated April 21, 2003. As a result of comments provided on the DEIR, we have conducted additional analyses based on our evaluation of Pacific City's potential traffic impact in the City of Newport Beach. This memorandum details the additional traffic impact analyses consistent with the City of Newport Beach and California Department of Transportation (Caltrans) traffic impact criteria. For purposes of consistency with the DEIR TIA, the tables and exhibits contained in this addendum have an "A" (except Exhibit 7) placed after the matching table and exhibit number from the DEIR TIA.

This Traffic Impact Study Addendum addresses the potential traffic impacts on the City of Newport Beach associated with the proposed Pacific City mixed-use project located in the City of Huntington Beach. The project site is bound by Pacific Coast Highway on the south, 1st Street on the west, Atlanta Avenue on the north, and Huntington Street on the east, with the proposed extension of Pacific View Avenue bisecting the site, from Huntington Street to 1st Street. The project includes the development/construction of approximately 240,000 SF of office/retail/restaurant use, a 400-room resort hotel, and 516 residential condominiums.

The thirty-two key area study intersections contained in the DEIR TIA were selected for evaluation based on a "select-zone" analysis of the Santa Ana River Crossings Cooperative Study (SARCCS) traffic model, which was used to develop the Maximum Possible ICU Impact table (Table 1 in the DEIR TIA). **Table 1A** presents the study area boundary evaluation of project traffic directed toward the City of Newport Beach. Intersections with a maximum possible ICU increase of greater than 1% were analyzed and intersections with a maximum possible ICU increase of less than 1% were not analyzed. As presented in Table 1A, the intersection of Superior Avenue/Balboa Boulevard and Pacific Coast Highway (PCH) has a maximum possible ICU impact of 2.0% and therefore is included in the Pacific City traffic impact analysis study area and has been analyzed in this addendum.

TABLE 1A

STUDY AREA BOUNDARY
Pacific City Addendum, Huntington Beach

Intersection	Maximum Possible ICU Impact	Possibly Impacted?
Pacific Coast Highway at Superior Ave/Balboa Blvd	2.0%	YES
Pacific Coast Highway at Hoag Dr/Balboa Cove	0.8%	NO

EXISTING TRAFFIC CONDITIONS

Exhibit 3A presents the existing roadway conditions for the key study intersection of Superior Avenue/Balboa Boulevard and Pacific Coast Highway. This exhibit identifies the number of travel lanes, intersection configurations and traffic control/signal phases.

EXISTING AREA TRAFFIC VOLUMES

Existing (Year 2003) AM and PM peak hour intersection traffic volumes for the intersection of Superior/Balboa and PCH were obtained from the City of Newport Beach. **Exhibits 4A** and **5A** summarize the existing AM peak hour and PM peak hour turning movement volumes for the study intersection of Superior/Balboa and PCH, respectively.

Appendix AA contains the City of Newport Beach 2003 detailed weekday ICU calculation sheet, which presents the peak hour traffic count data for the intersection of Superior/Balboa and PCH.

EXISTING INTERSECTION CONDITIONS

Existing Intersection Level of Service Results

Table 7A summarizes the existing service level calculations for the intersection of Superior/Balboa and PCH based on existing traffic volumes and current street geometry. As shown, the intersection of Superior/Balboa and PCH intersections currently operates at LOS B during both the AM and PM peak hours. **Appendix DD** presents the Existing ICU/LOS calculation sheets.

TABLE 7A

EXISTING PEAK HOUR LEVELS OF SERVICE
Pacific City Addendum, Huntington Beach

KEY INTERSECTION	TIME PERIOD	CONTROL TYPE	ICU/HCM	LOS
33. Pacific Coast Highway at Superior Ave/Balboa Blvd	AM	6ϕ Traffic Signal	0.678	B
	PM		0.603	B

PROJECT TRAFFIC CHARACTERISTICS

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the Sixth Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE) [Washington D.C., 1997]. .

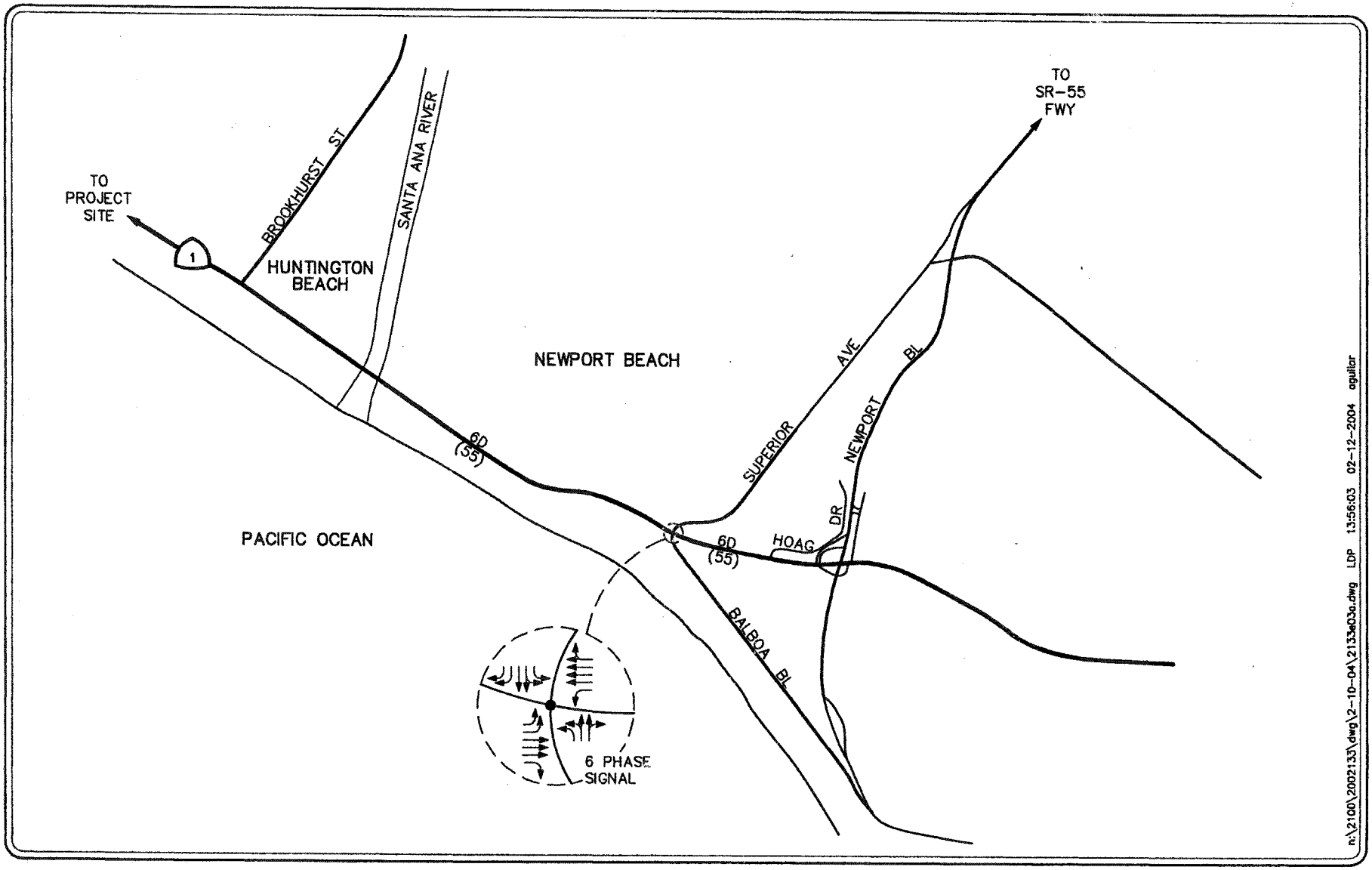

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EXHIBIT 3A

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

PACIFIC CITY, HUNTINGTON BEACH

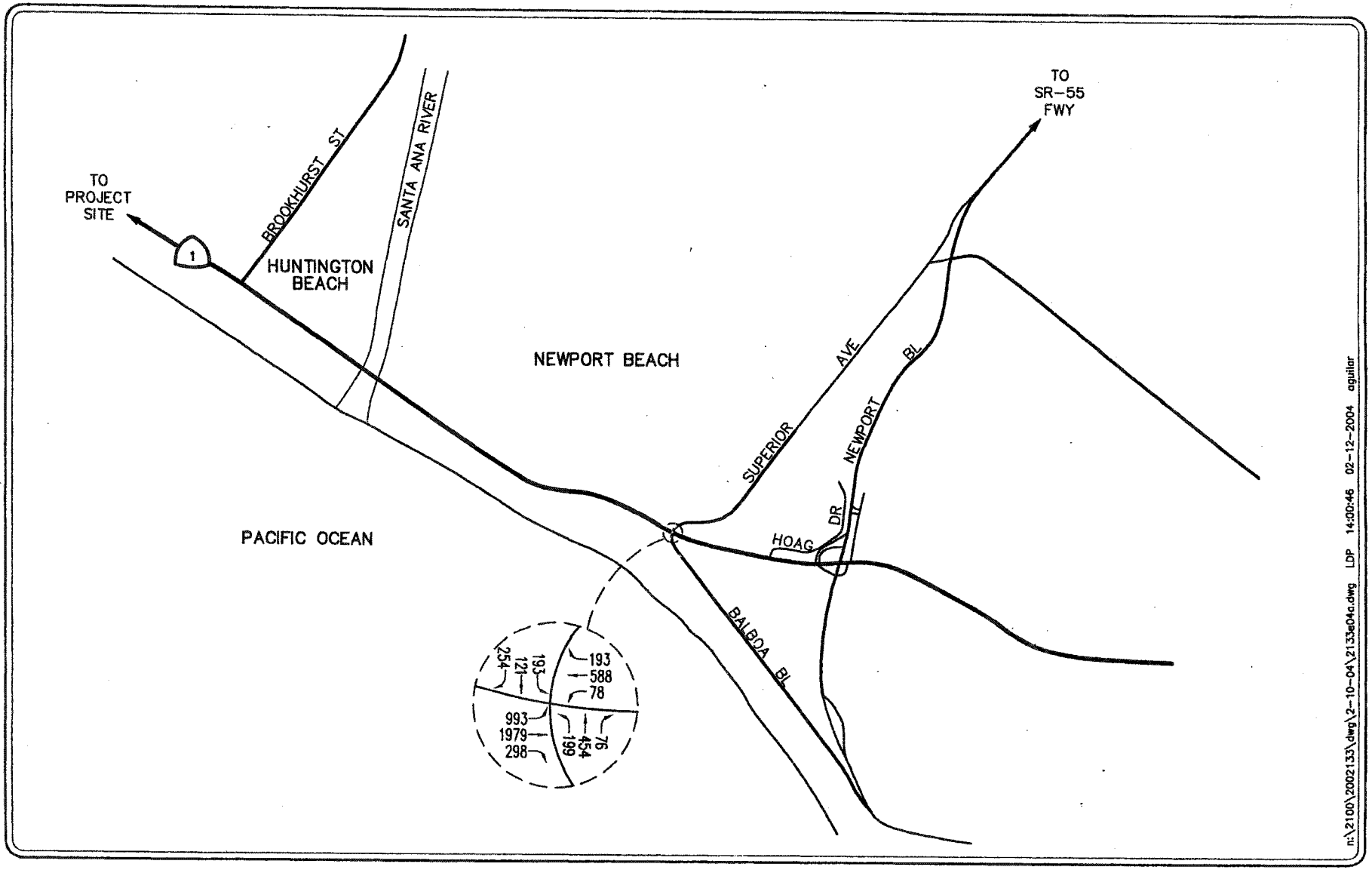

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EXHIBIT 4A

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

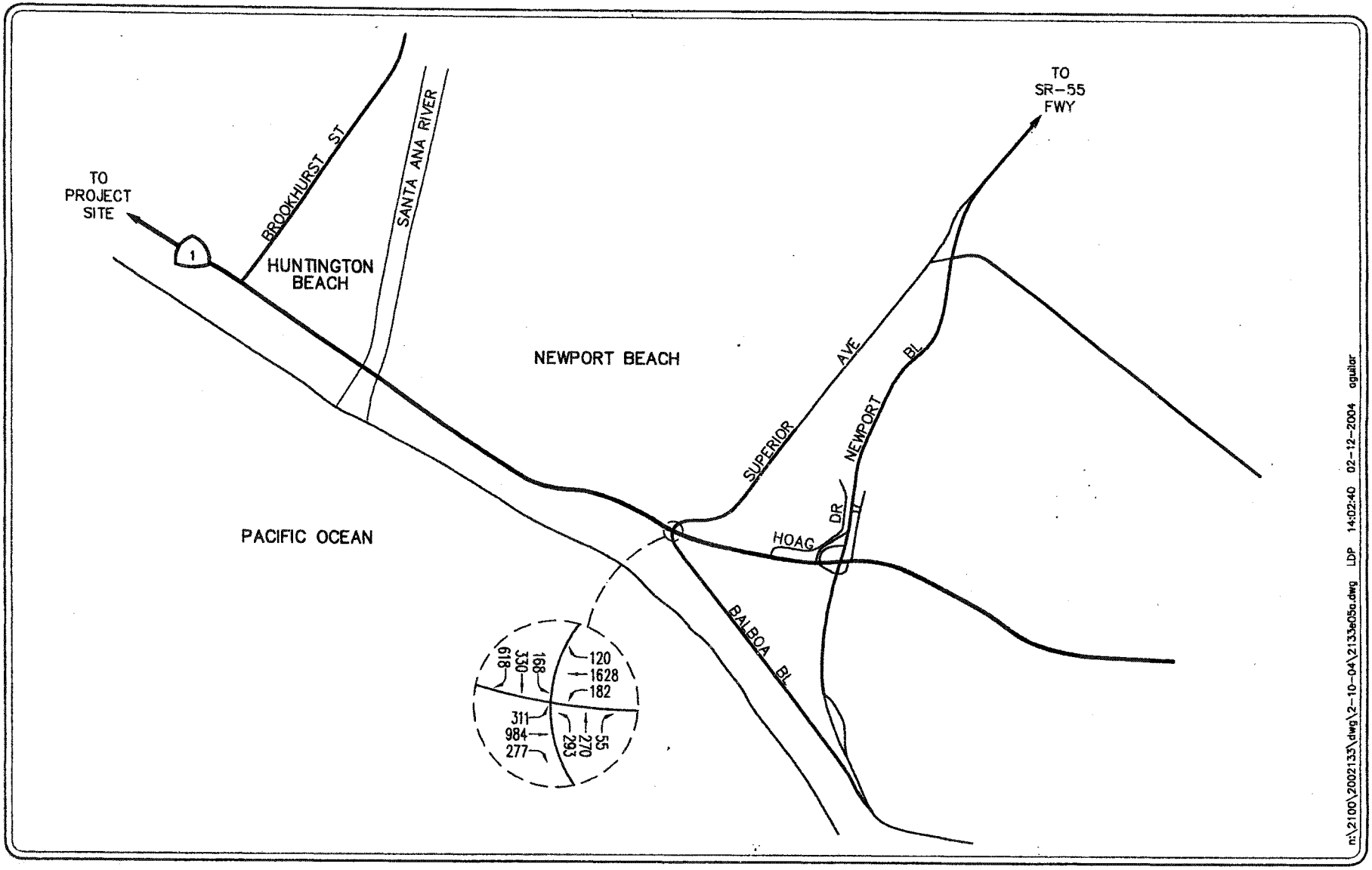

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EXHIBIT 5A

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

Pacific City Project Traffic Generation

As presented in Table 10 of the DEIR TIA, the proposed Pacific City project has a trip generation potential of 12,002 daily trips, of which 628 trips (345 inbound, 283 outbound) are produced in the AM peak hour and 1,051 trips (505 inbound, 546 outbound) are generated in the PM peak hour.

Project Traffic Distribution and Assignment

Exhibit 7AA identifies the anticipated traffic distribution and assignment pattern consistent with the DEIR TIA, at the intersection of Superior/Balboa and PCH, for the Retail/Restaurant/Office portion of the Pacific City project. A majority percentage (7%) of the Retail/Restaurant/Office project-related traffic attracted to this intersection is expected to travel through the intersection on Pacific Coast Highway, and 4% is expected to travel on Superior Avenue and Balboa Boulevard each to account for traffic directed toward the SR-55, SR-73 and I-405 freeways and residential attraction in Newport Beach, respectively.

Exhibit 7BB identifies the anticipated traffic distribution and assignment pattern consistent with the DEIR TIA, at the intersection of Superior/Balboa and PCH, for the Residential portion of the Pacific City project. A majority percentage (15%) of the Residential project-related traffic attracted to this intersection is expected to travel through the intersection on Pacific Coast Highway, and 8% is expected to travel on Superior Avenue to account for traffic directed toward the SR-55, SR-73 and I-405 freeways while only 2% is directed toward the residential and beach area of Newport Beach via Balboa Boulevard.

Exhibit 7CC identifies the anticipated traffic distribution and assignment pattern consistent with the DEIR TIA, at the intersection of Superior/Balboa and PCH, for the Hotel portion of the Pacific City project. A majority percentage (18%) of the Hotel project-related traffic attracted to this intersection is expected to travel through the intersection on Pacific Coast Highway, with 7% expected to travel on Superior Avenue to account for traffic directed toward the SR-55, SR-73 and I-405 freeways and 5% percent on Balboa Boulevard directed toward the beach attractions in Newport Beach.

The anticipated weekday AM and PM peak hour project traffic volumes at the intersection of Superior/Balboa and PCH associated with Pacific City are presented in **Exhibits 8A** and **9A**, respectively. The peak hour traffic volumes generated by the proposed project reflect the traffic distribution characteristics shown in Exhibits 7AA, 7BB, and 7CC and the peak hour traffic generation forecast presented in Table 10 of the DEIR TIA. **Exhibit 10A** presents the added daily project traffic assignments on PCH roadway links north and south of Superior/Balboa and PCH.

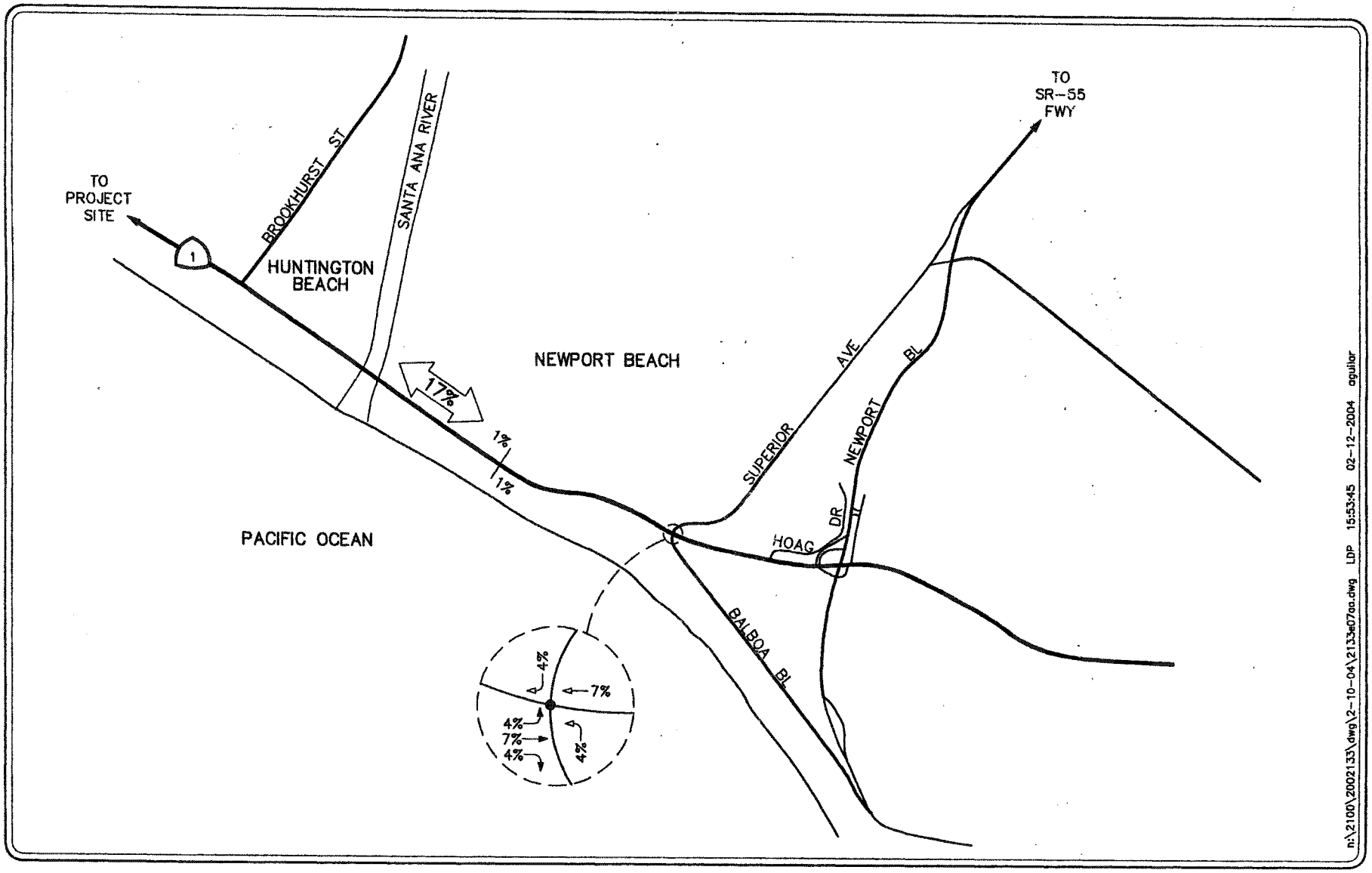

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EXHIBIT 7AA

PROJECT TRIP DISTRIBUTION PATTERN
RETAIL/RESTAURANT/OFFICE

PACIFIC CITY, HUNTINGTON BEACH

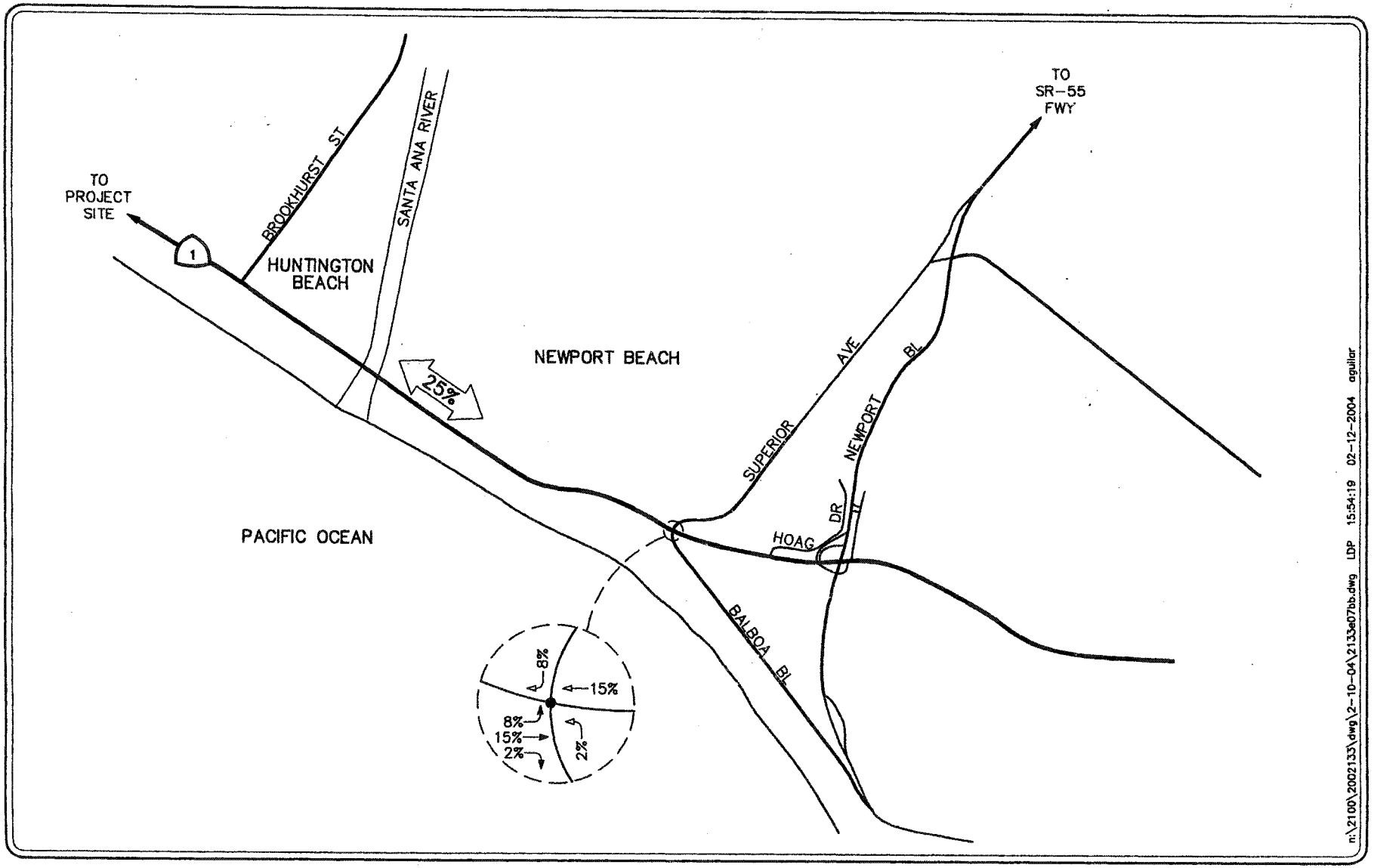

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EXHIBIT 7BB

PROJECT TRIP DISTRIBUTION PATTERN
RESIDENTIAL

PACIFIC CITY, HUNTINGTON BEACH

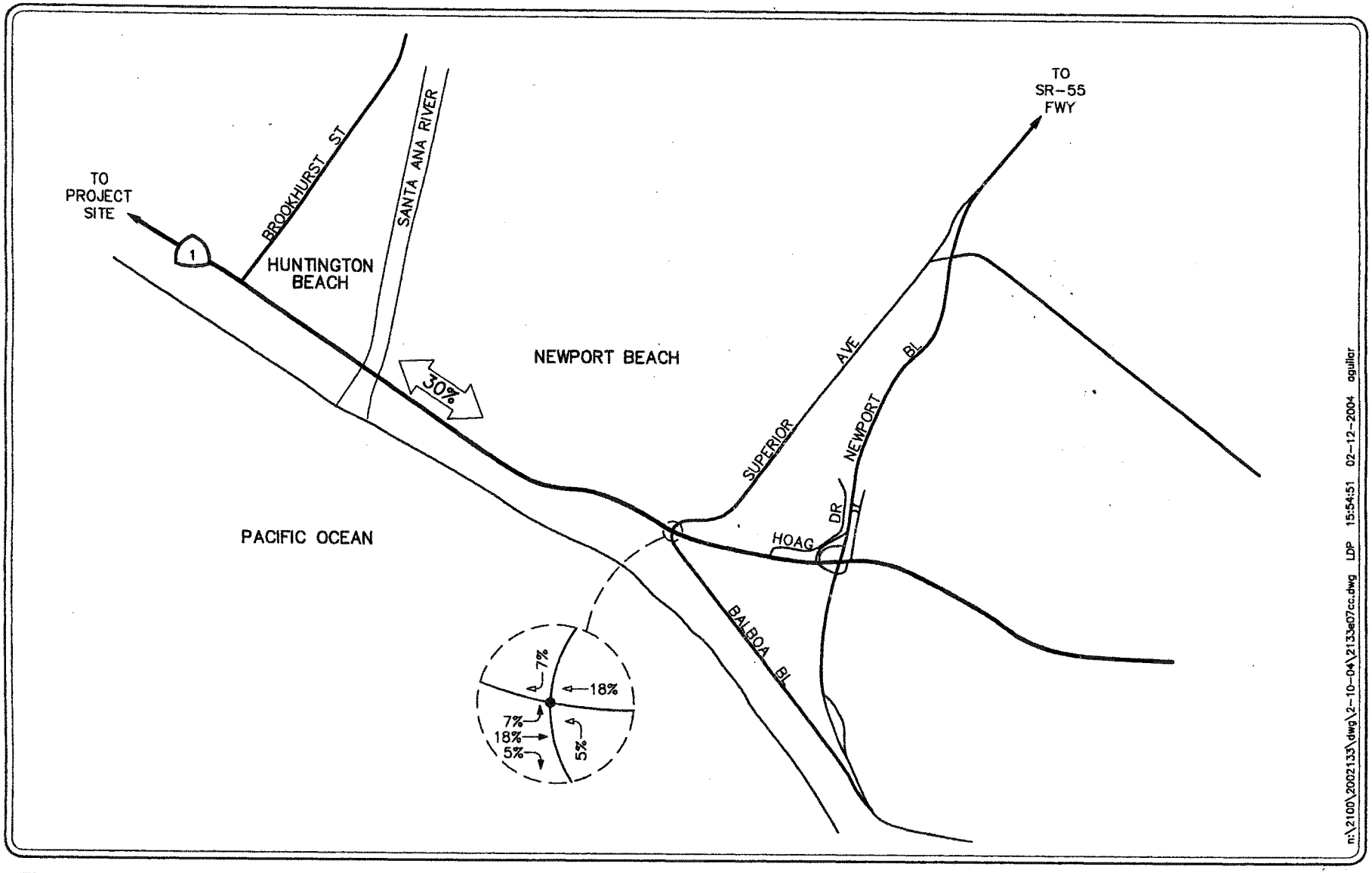

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EXHIBIT 7CC

PROJECT TRIP DISTRIBUTION PATTERN
HOTEL

PACIFIC CITY, HUNTINGTON BEACH

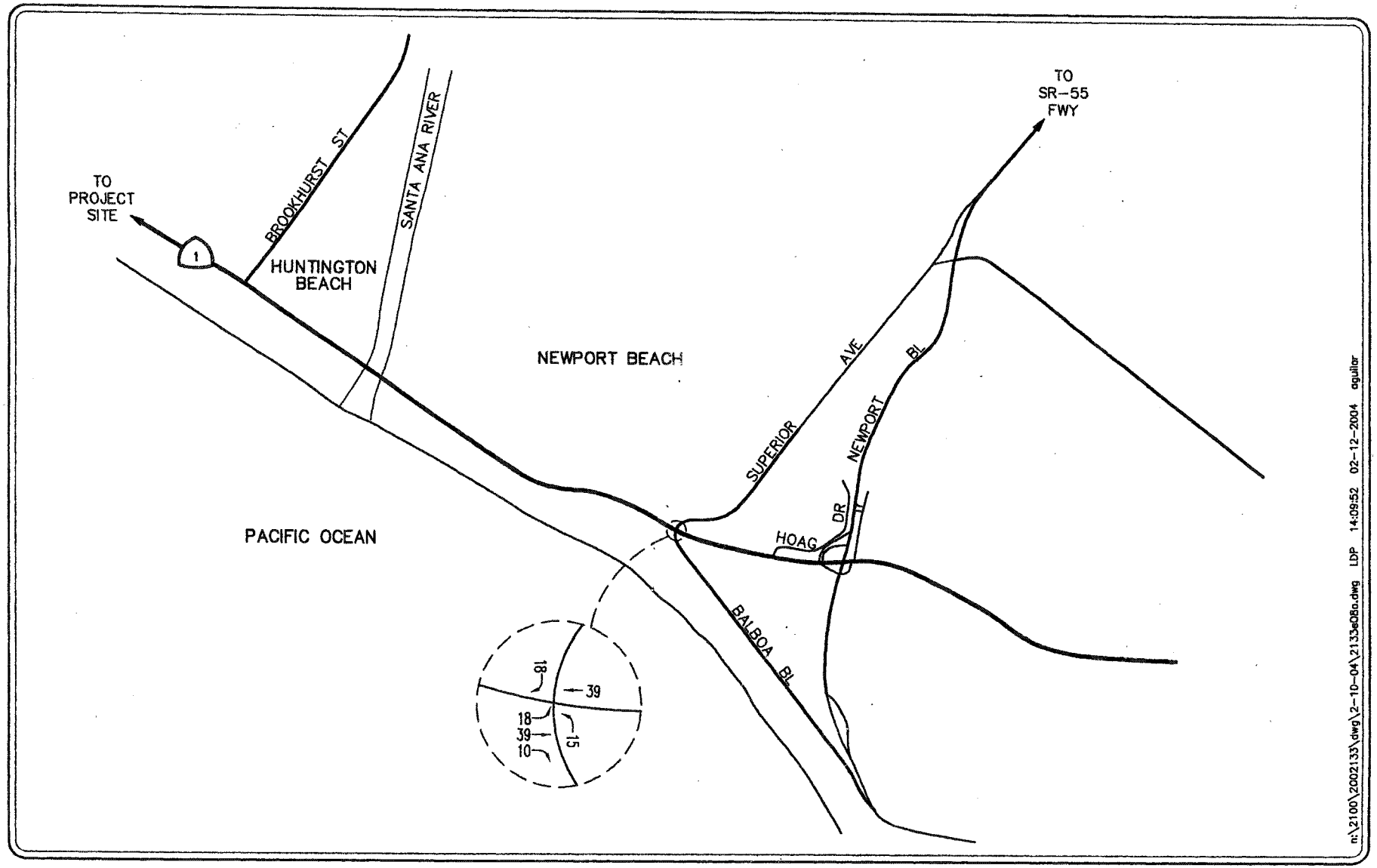

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EXHIBIT 8A

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

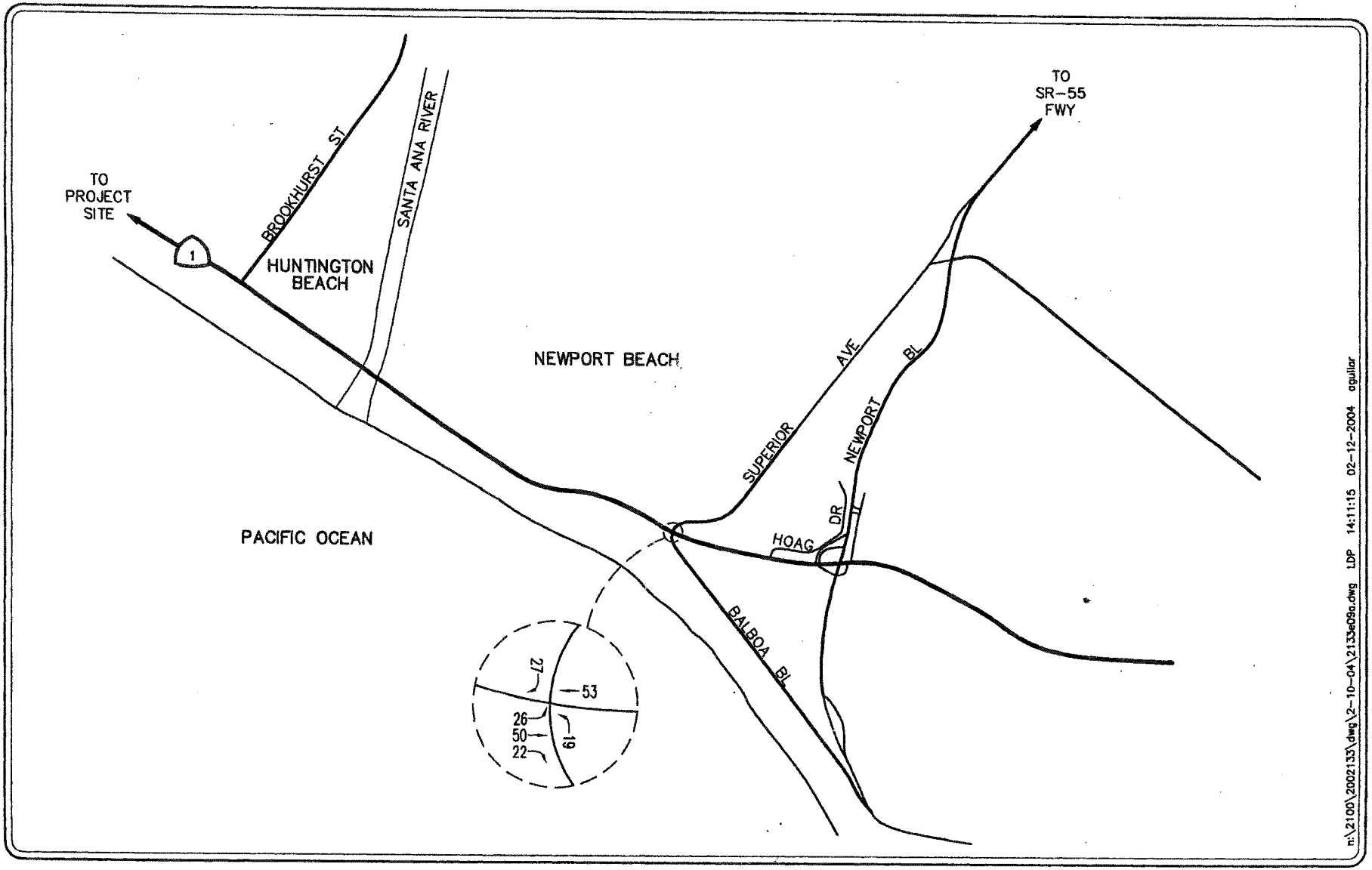

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EXHIBIT 9A

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

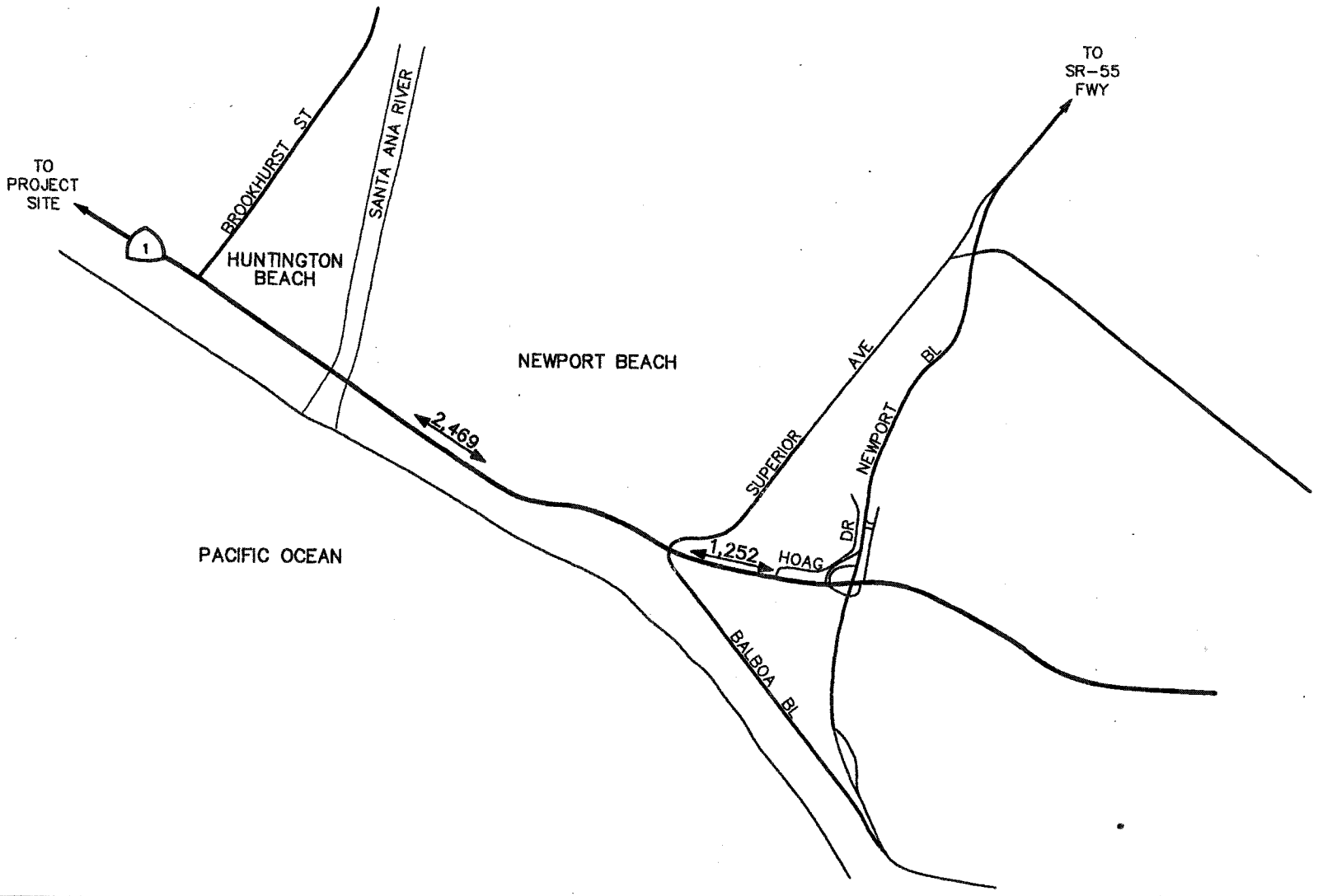

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EXHIBIT 10A

DAILY PROJECT TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

2008 TRAFFIC CONDITIONS

2008 Background Traffic Conditions

Ambient Traffic

Horizon year background traffic growth estimates have been calculated using ambient growth factors. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to development of projects outside the study area. Consistent with the DEIR TIA, future growth in the AM and PM peak hour traffic volumes at the intersection of Superior/Balboa and PCH has been calculated at one percent (1.0%) per year. Applying this growth factor to existing 2003 traffic volumes results in a five percent (5%) growth in existing volumes to horizon year 2008.

Related Projects Traffic Characteristics

Based on information provided by City of Newport Beach Planning staff, there are twelve approved projects as well as eight uncommitted potential projects, which may generate traffic in the project study area by the Year 2008. AM and PM peak hour traffic from these 20 projects in addition to the four projects used in the DEIR TIA have been distributed at the intersection of Superior/Balboa and PCH. **Appendix L** contains the City of Newport Beach related project traffic information provided by the City of Newport Beach.

The related project information that is included for the analysis of the Superior/Balboa and PCH intersection is not included in other intersections analyzed in the traffic study. The traffic impact analysis prepared in April 2003 included ambient growth, in addition to specific cumulative projects identified in that report. At the remaining 31 intersections, for the critical movements that are analyzed, the traffic volumes resulting from ambient growth are greater than the traffic volumes from related projects in the City of Newport Beach. Thus, inclusion of the additional traffic from City of Newport Beach related projects is not warranted.

Exhibits 11A and **12A** present the AM and PM peak hour background traffic volumes (existing traffic plus ambient growth traffic plus related project traffic) at the intersection of Superior/Balboa and PCH for project buildout Year 2008, respectively.

2008 Background Plus Pacific City Project Traffic

Exhibits 14A and **15A** illustrate Year 2008 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by Pacific City project at the intersection of Superior/Balboa and PCH.

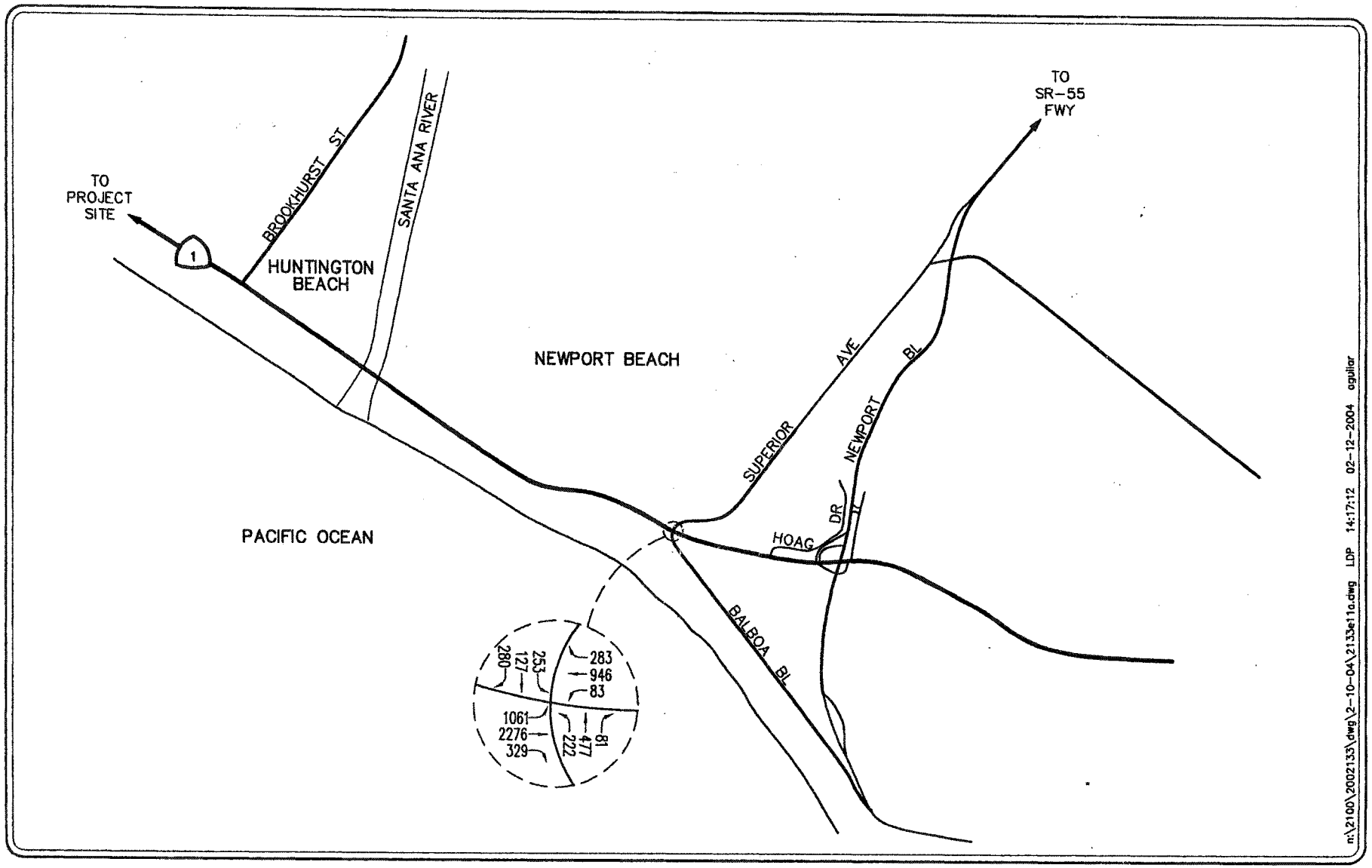

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EXHIBIT 11A

2008 AM PEAK HOUR BACKGROUND TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

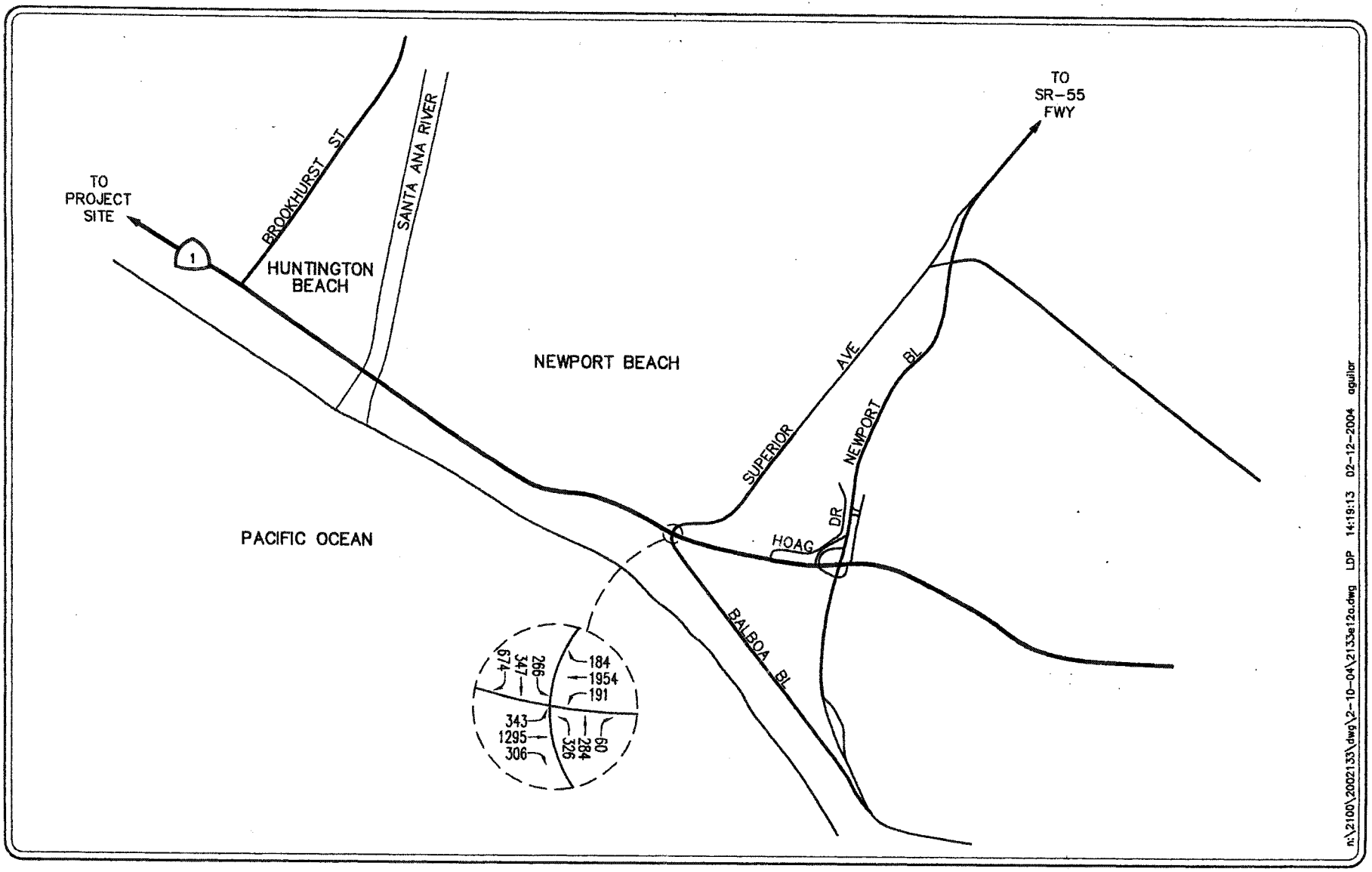

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EXHIBIT 12A

2008 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES

PACIFIC CITY, HUNTINGTON BEACH

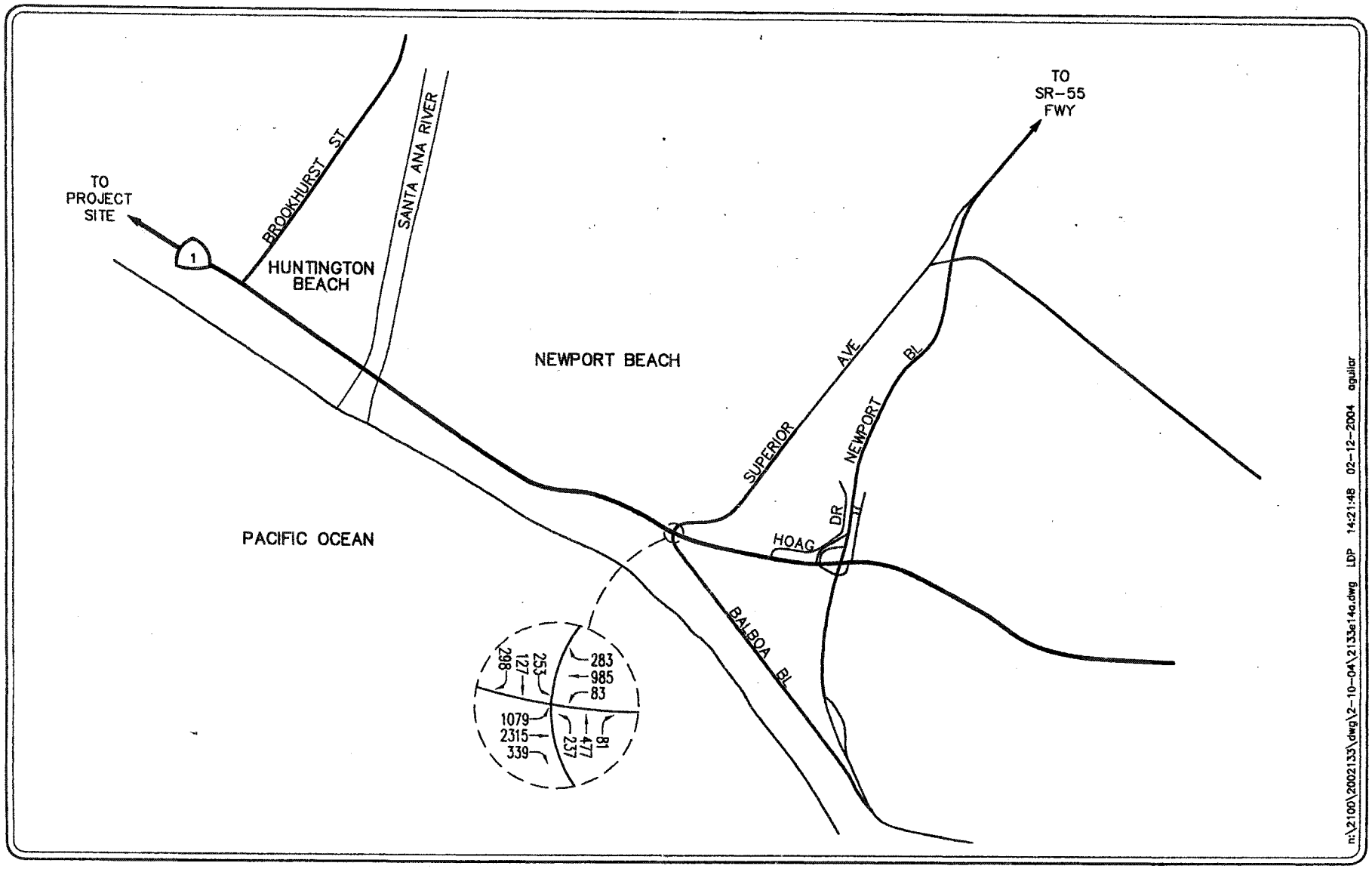

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EXHIBIT 14A

2008 AM PEAK HOUR VOLUMES WITH PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

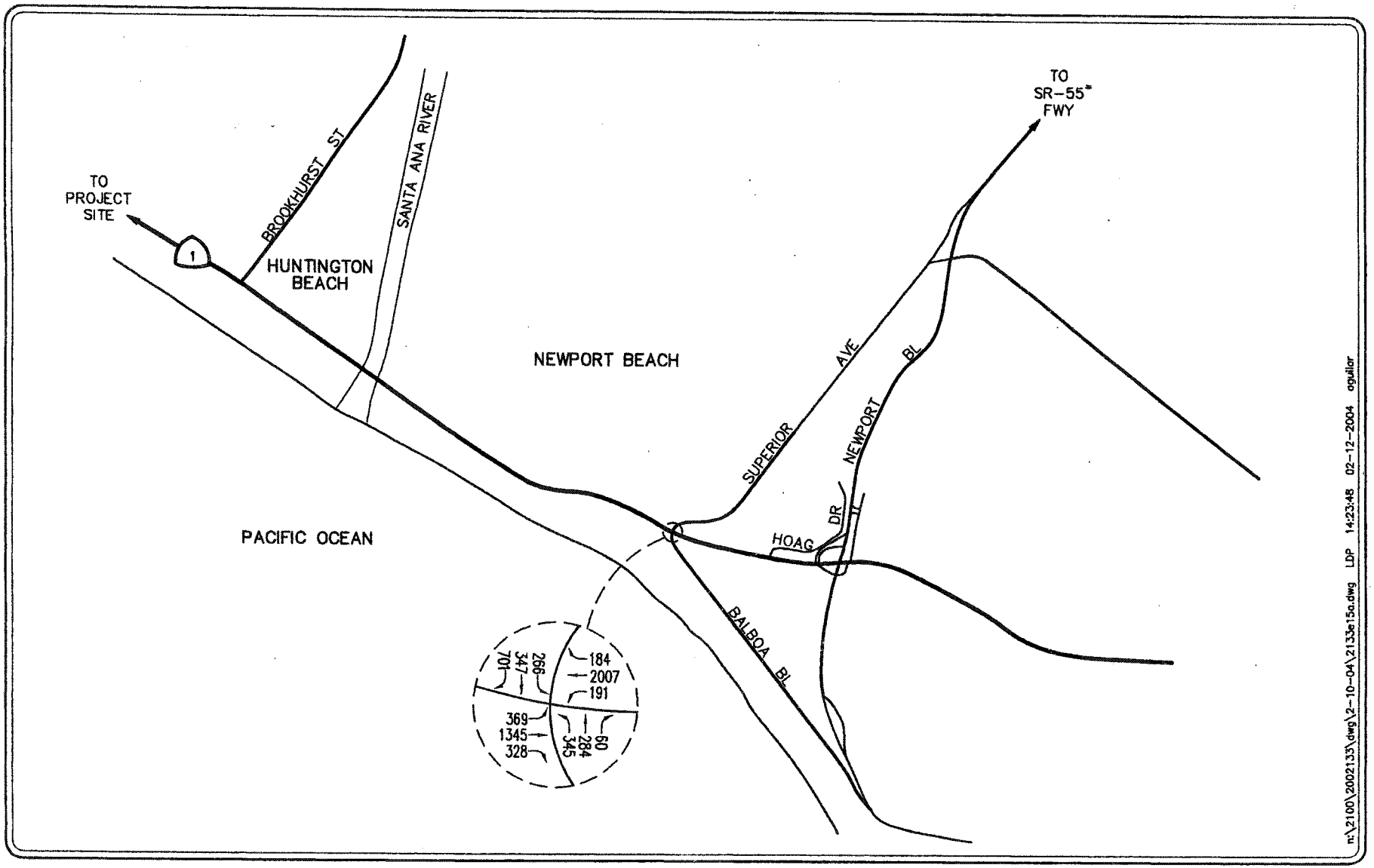

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EXHIBIT 15A

2008 PM PEAK HOUR VOLUMES WITH PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

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TRAFFIC IMPACT ANALYSIS METHODOLOGY

Impact Criteria and Thresholds (City of Newport Beach)

The relative impact of added project traffic volumes generated by the Pacific City Project during the AM and PM peak hours and daily basis were evaluated based on the analysis of existing and future operating conditions at the intersection of Superior/Balboa and PCH, without, then with, the proposed Pacific City project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-capacity relationships and service level calculations at the study intersection.

"Significant Traffic Impact" for City intersections:

A "Significant" traffic impact for intersections is defined as a project-related V/C ratio value greater than or equal to LOS E (0.905), which requires mitigation by reducing the V/C ratio to LOS D (0.904) or baseline, if the baseline is LOS E or F (greater than or equal to 0.905). Baseline is defined as the pre-project condition (Year 2008 Background).

Impact Criteria and Thresholds (State of California)

The relative impact of added project traffic volumes generated by the Pacific City Project during the AM and PM peak hours basis were evaluated based on the analysis of existing and future operating conditions at the intersection of Superior/Balboa and PCH, without, then with, the proposed Pacific City project.

The LOS standards and impact criteria specified by the State of California Department of Transportation (Caltrans) for State-controlled intersections have been applied to the twenty Caltrans intersections within the study area. The following definition describes the Caltrans impact criteria used in this study.

"Significant Traffic Impact" for State intersections:

A "Significant" traffic impact for Caltrans intersections is defined as a project-related V/C ratio value greater than or equal to LOS E (55.1 sec/veh), which requires mitigation by reducing the intersection delay to LOS D (55.0 sec/veh) or baseline, if the baseline is LOS E or F (greater than or equal to 55.1 sec/veh). Baseline is defined as the pre-project condition (Year 2008 Background).

Traffic Impact Analysis Scenarios

Per City Staff, the following scenarios are those for which LOS calculations have been performed:

Year 2008 Horizon
1) 2008: Future Background (Existing plus Ambient traffic plus Related Project traffic)
2) 2008: Future Background with Pacific City Project Traffic
3) Project Impact (ICU/HCM increase)/Significance
4) Scenario (2) with Improvement Measures, if necessary

Year 2020 Buildout
1) 2020: Future General Plan Buildout Conditions Without Pacific City Project Traffic
2) 2020: Future General Plan Buildout Conditions With Pacific City Project Traffic
3) Scenario (2) with Improvement Measures, if necessary

YEAR 2008 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Table 12A summarizes the peak hour ICU/HCM Level of Service results at the intersection of Superior/Balboa and PCH. The first column of values in Table 12A presents a summary of Year 2008 background traffic conditions based on existing intersection geometry, but without any Pacific City project traffic. The second column presents future forecast traffic conditions with the addition of Pacific City project traffic. The third column shows the increase in ICU value due to the added peak hour project trips and indicates whether the traffic associated with the Pacific City project will have a significant impact based on the significance criteria identified earlier.

2008 Future Background Traffic Conditions

An analysis of future (Year 2008) traffic conditions indicates that the forecast increase in background traffic will not cause the intersection of Superior/Balboa and PCH to operate at adverse service levels. The intersection of Superior/Balboa and PCH, which currently operates at LOS B during the AM and PM peak hours, is expected to operate at LOS C, during both the AM and PM peak hours, with the addition of ambient traffic and related project traffic.

2008 Near-Term Conditions with Pacific City Project Traffic

Review of Columns 2 and 3 of Table 12A shows that, in the near-term horizon Year 2008, the intersection of Superior/Balboa and PCH is expected to continue to operate at acceptable service levels and will not be impacted as a result of Pacific City project traffic combined with background traffic (ambient plus related projects). The intersection of Superior/Balboa and PCH, is expected to continue to operate at LOS C, during both the AM and PM peak hours, with the addition of Pacific City project traffic to background traffic. **Appendix DD** presents the Year 2008 ICU/LOS calculations at the intersection of Superior/Balboa and PCH for the AM and PM peak hours.

TABLE 12A

YEAR 2008
PEAK HOUR INTERSECTION LEVELS OF SERVICE SUMMARY
Pacific City Addendum, Huntington Beach

Key Intersections	Time Period	(1) Year 2008 Background Conditions		(2) Year 2008 Background Plus Project		(3) Project Impact/ Significance	
		ICU	LOS	ICU	LOS	ICU Inc.	Y/N
33. Pacific Coast Highway at Superior Ave/Balboa Blvd	AM	0.768	C	0.779	C	0.011	N
	PM	0.708	C	0.728	C	0.020	N

State of California (Caltrans) Methodology

Table 13A summarizes the peak hour HCM (HCS-2000 for signalized intersections) Level of Service results at the intersection of Superior/Balboa and PCH. The first column of HCM/LOS values in Table 13A presents a summary of Year 2003 existing traffic conditions. The second column presents Year 2008 background traffic conditions based on existing intersection geometry, but without any Pacific City project traffic. The third column presents future forecast traffic conditions with the addition of Pacific City project traffic. The fourth column indicates whether the intersection will operate at adverse service levels, which is LOS E or worse (55.1 seconds/vehicle and greater), with the addition of Pacific City project traffic.

2008 Future Background Traffic Conditions

An analysis of future (Year 2008) traffic conditions indicates that the forecast increase in background traffic will not cause the intersection of Superior/Balboa and PCH to operate at adverse service levels. The intersection of Superior/Balboa and PCH is expected to operate at LOS D, during both the AM and PM peak hours, with the addition of ambient traffic and related project traffic.

2008 Near-Term Conditions with Pacific City Project Traffic

Review of Columns 2 and 3 of Table 13A shows that, in the near-term horizon Year 2008, the intersection of Superior/Balboa and PCH is expected to continue to operate at acceptable service levels and will not be impacted as a result of Pacific City project traffic combined with background traffic (ambient plus related projects). The intersection of Superior/Balboa and PCH, is expected to continue to operate at LOS D, during both the AM and PM peak hours, with the addition of Pacific City project traffic to background traffic.

Appendix EE presents the Year 2008 HCM/LOS calculations at the intersection of Superior/Balboa and PCH for the AM and PM peak hours.

TABLE 13A

YEAR 2008
PEAK HOUR INTERSECTION LEVELS OF SERVICE SUMMARY
CALTRANS (HCM)
Pacific City Addendum, Huntington Beach

Key Intersections	Time Period	(1) Year 2003 Existing Conditions		(2) Year 2008 Background Conditions		(3) Year 2008 Background Plus Project		(4) Project Impact/ Significance
		HCM	LOS	HCM	LOS	HCM	LOS	Yes/No
33. Pacific Coast Highway at	AM	38.3	D	44.6	D	46.2	D	No
Superior Ave/Balboa Blvd	PM	42.2	D	49.0	D	52.0	D	No

YEAR 2008 ROADWAY LINK CAPACITY ANALYSIS

Based on the City's impact criteria for roadway links, which states "A significant traffic impact for roadway links is defined as a project-related V/C ratio value greater than or equal to LOS D (0.805), a project-related increase of 0.030, and an adverse intersection service level (LOS E or F) at either of the two adjacent intersections", the roadway link on PCH between Brookhurst Avenue and Superior Avenue/Balboa Boulevard will not be significantly impacted by Pacific City project traffic because neither adjacent intersection (Brookhurst/PCH & Superior-Balboa/PCH) operates at adverse levels of service with the addition of project traffic in Year 2008.

YEAR 2020 GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Year 2020 General Plan Buildout traffic volumes, which includes the buildout of both Huntington Beach and Newport Beach as well as Costa Mesa and Fountain Valley, have been developed using the City of Huntington Beach Santa Ana River Crossings Cooperative Study (SARCCS) traffic analysis model as executed by Urban Crossroads consistent with the DIER TIA. In order to determine the Year 2020 General Plan Buildout traffic volumes at the intersection of Superior/Balboa and PCH, we conducted Year 2020 General Plan Buildout SARCCS model runs without and with Pacific City project traffic for the current General Plan Circulation Element network (With Hamilton Avenue Extension With Walnut Avenue Alignment and With the Santa Ana River Crossings) and Orange County's Master Plan of Arterial Highways (MPAH) network.

Year 2020 General Plan Buildout Traffic Conditions Without Pacific City Project Traffic

Exhibits 19A and **20A** present Year 2020 Buildout AM and PM peak hour traffic volumes, respectively, at the intersection of Superior/Balboa and PCH without the proposed Pacific City Project for the Current General Plan Circulation Element and MPAH roadway network.

Appendix HH presents the Year 2020 General Plan Buildout traffic model data without and with project traffic for the current General Plan Circulation Element network (With Hamilton Avenue Extension With Walnut Avenue Alignment and With the Santa Ana River Crossings) and Orange County's Master Plan of Arterial Highways (MPAH) network.

Year 2020 General Plan Buildout Traffic Conditions With Pacific City Project Traffic

Exhibits 22A and **23A** present Year 2020 Buildout AM and PM peak hour traffic volumes, respectively, at the intersection of Superior/Balboa and PCH with the proposed Pacific City Project for the current General Plan Circulation Element and MPAH roadway network.

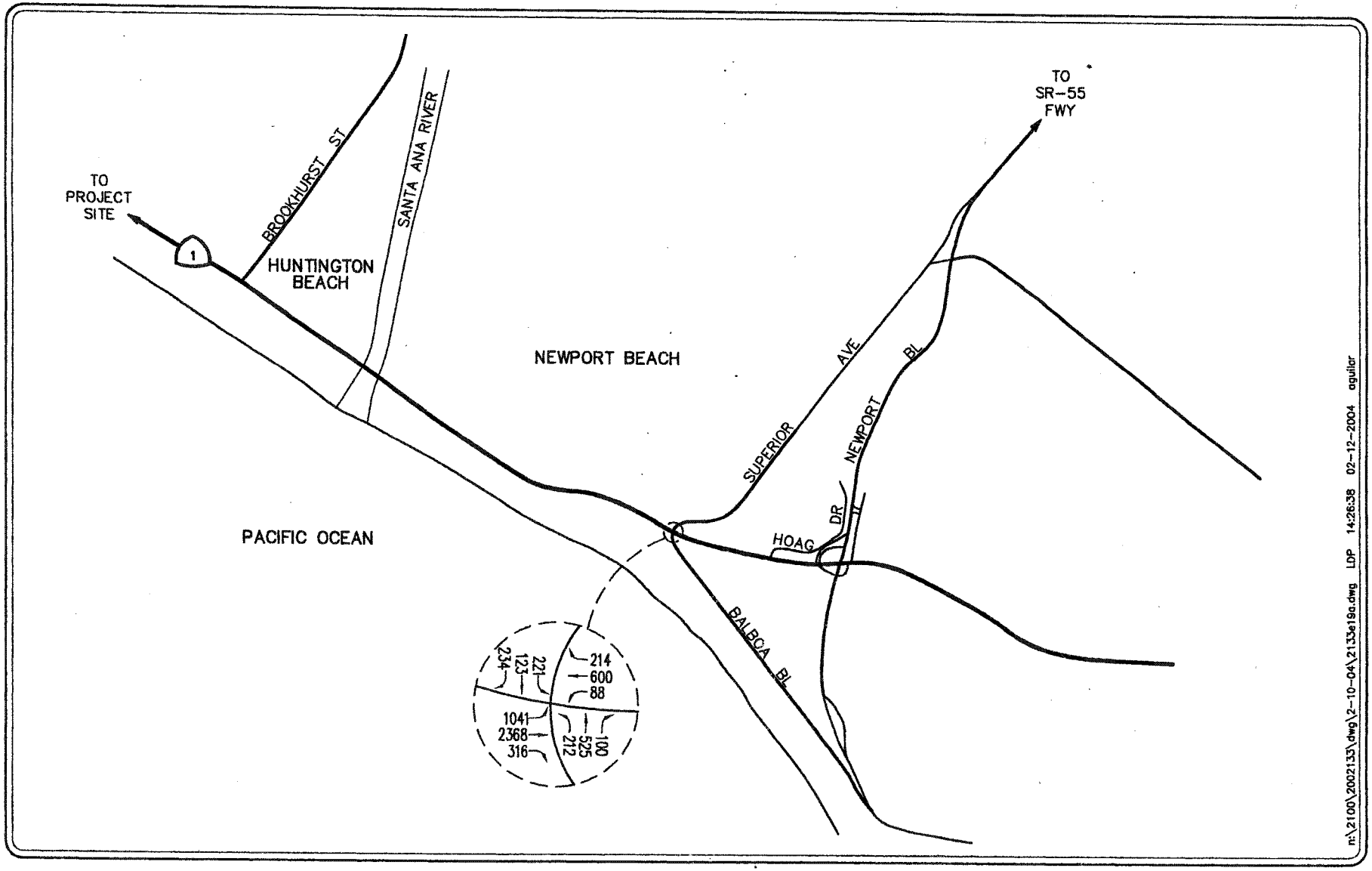

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EXHIBIT 19A

2020 GENERAL PLAN BUILDOUT AM PEAK HOUR VOLUMES WITHOUT PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

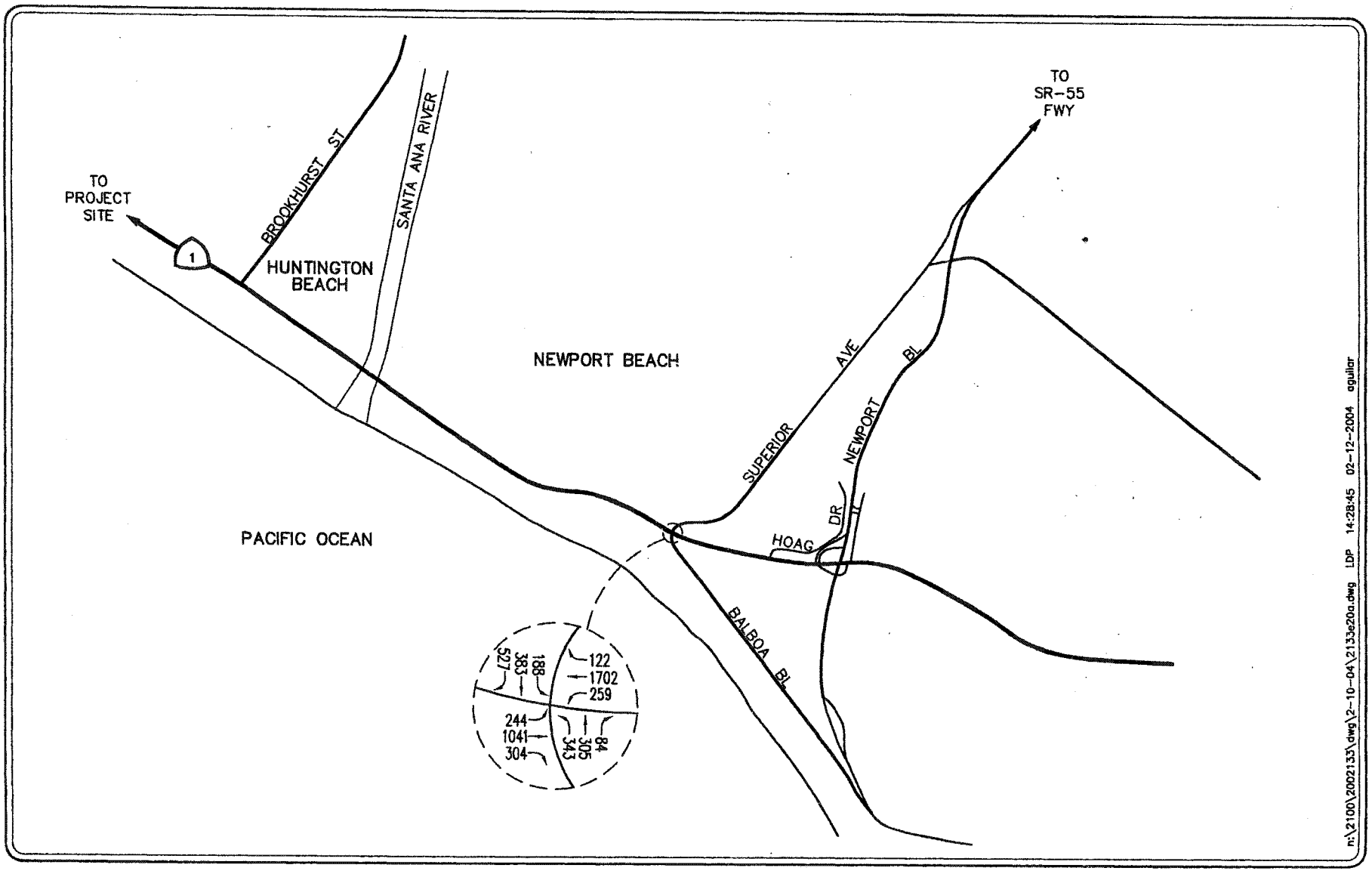

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EXHIBIT 20A

2020 GENERAL PLAN BUILDOUT PM PEAK HOUR VOLUMES WITHOUT PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

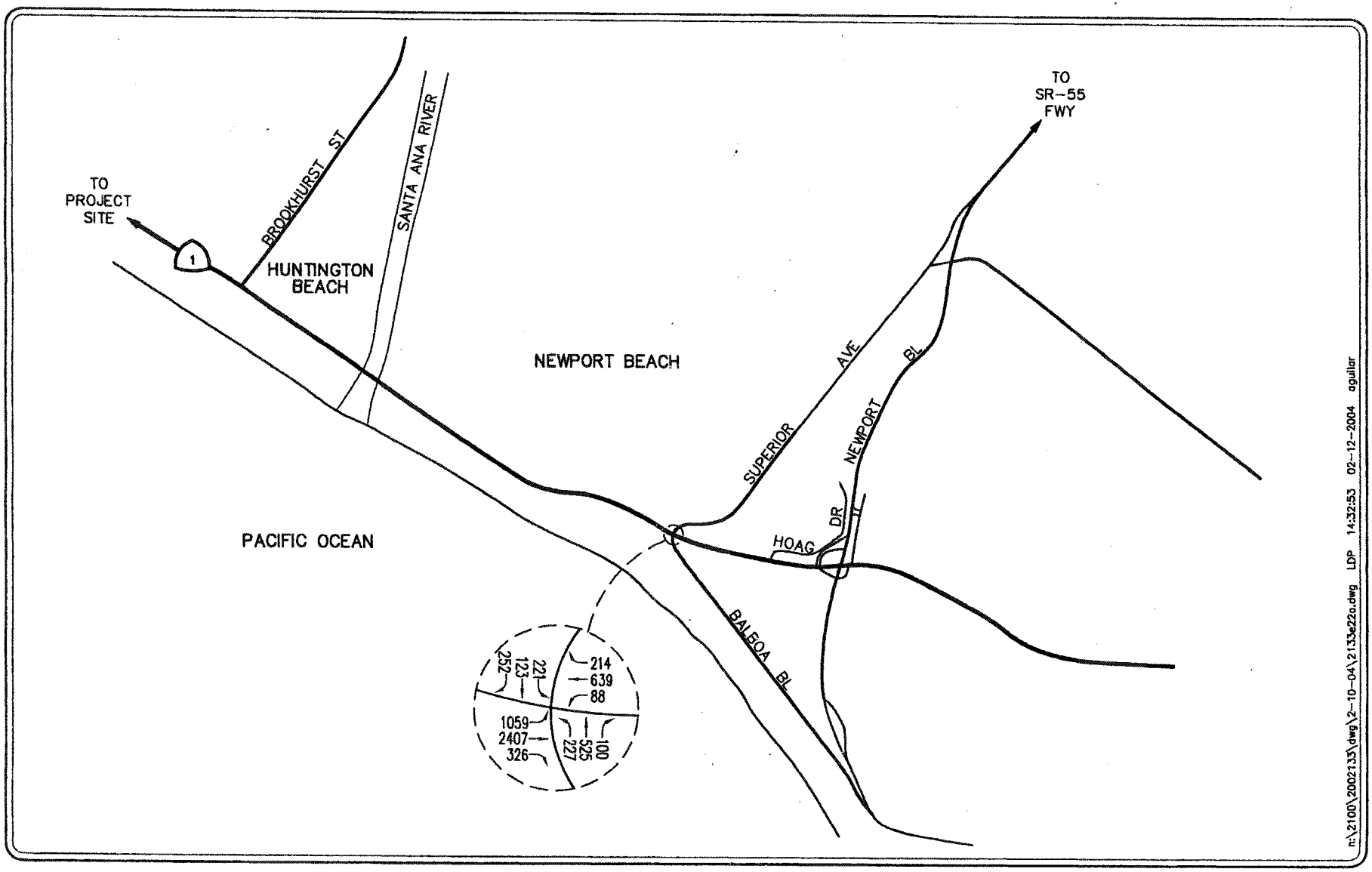

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EXHIBIT 22A

2020 GENERAL PLAN BUILDOUT AM PEAK HOUR VOLUMES WITH PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

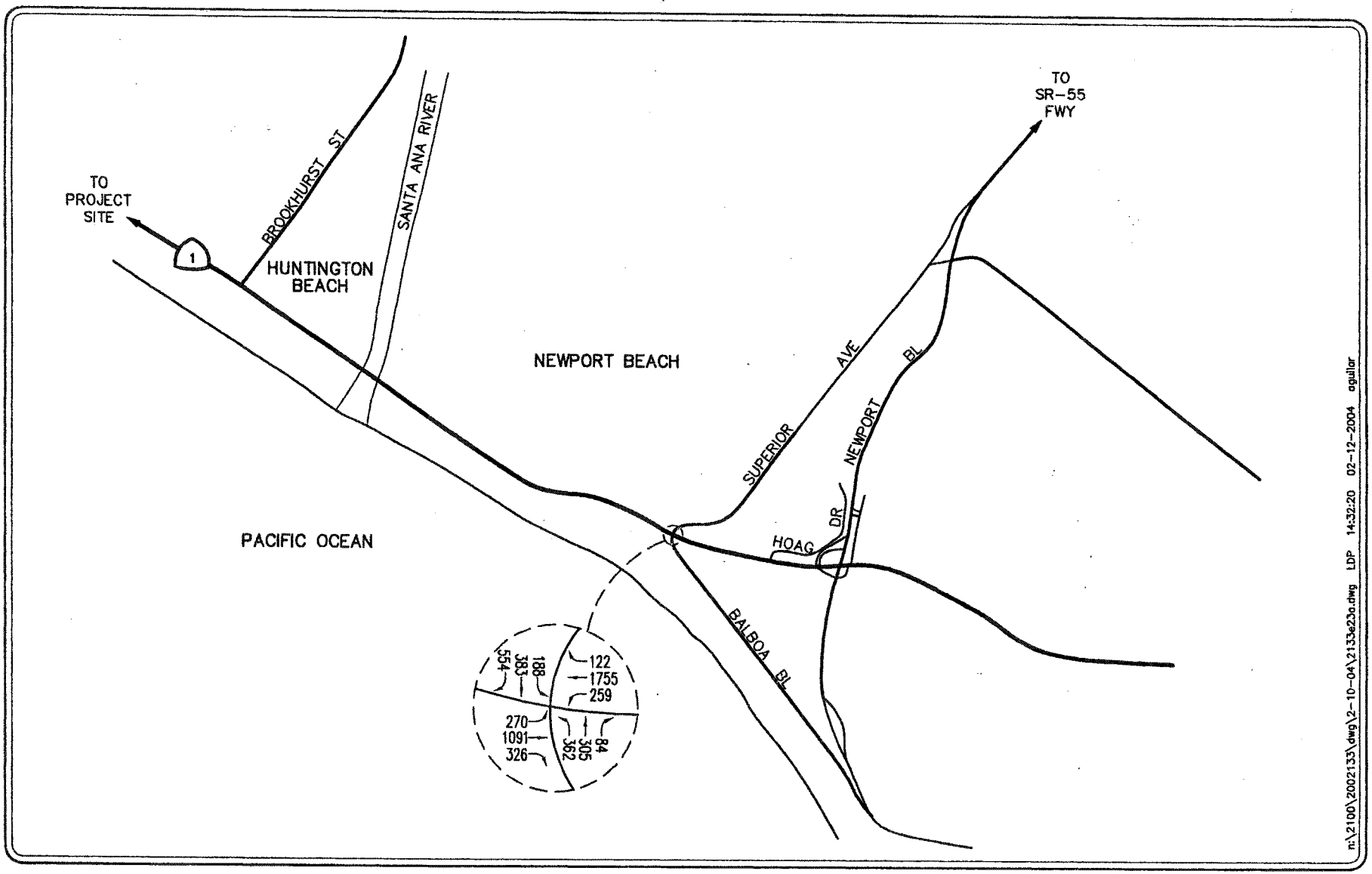

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EXHIBIT 23A

2020 GENERAL PLAN BUILDOUT PM PEAK HOUR VOLUMES WITH PROJECT TRAFFIC

PACIFIC CITY, HUNTINGTON BEACH

YEAR 2020 GENERAL PLAN BUILDOUT TRAFFIC IMPACT ANALYSIS

Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by Pacific City General Plan Buildout Analysis on the current General Plan Buildout Circulation Element and MPAH network, during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the intersection of Superior/Balboa and PCH, without, then with the proposed Pacific City project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key study intersection was then evaluated using the City of Newport Beach traffic impact criteria described previously.

2020 General Plan Buildout Peak Hour Intersection Capacity Analysis - *With Hamilton Avenue Extension With Walnut Avenue Alignment and With the Santa Ana River Crossings (Current General Plan Circulation Element and MPAH Roadway Network)*

Table 15A summarizes the peak hour Level of Service results at the intersection of Superior/Balboa and PCH for the Year 2020 General Plan Buildout condition for the current General Plan Circulation Element and MPAH roadway network. The first column (1) of ICU/LOS values in Table 15A presents a summary of Year 2020 peak hour traffic conditions without project traffic. The second column (2) lists Year 2020 conditions with project traffic based on existing intersection geometry. The third column (3) indicates whether the traffic associated with Pacific City Project will have a significant impact based on the City of Newport Beach traffic impact criteria, which is the same as Huntington Beach's traffic impact criteria.

TABLE 15A

YEAR 2020 GENERAL PLAN BUILDOUT
PEAK HOUR INTERSECTION LEVELS OF SERVICE SUMMARY
W/HAMILTON EXT. W/WALNUT ALIGNMENT W/SARC
Pacific City Addendum, Huntington Beach

Key Intersections	Time Period	(1) Year 2020 Without Project Traffic		(2) Year 2020 With Project Traffic		(3) Project Impact/ Significance	
		ICU	LOS	ICU	LOS	ICU Inc.	Y/N
33. Pacific Coast Highway at Superior Ave/Balboa Blvd	AM	0.794	C	0.806	D	0.012	NO
	PM	0.633	B	0.652	B	0.019	NO

Year 2020 General Plan Buildout Without Pacific City Project Traffic Condition

An analysis of future (Year 2020) General Plan Buildout Without Pacific City Project traffic conditions indicates the intersection of Superior/Balboa and PCH will operate at acceptable LOS C and LOS B during the AM and PM peak hours, respectively, based on the SARCCS traffic model data and existing lane geometry.

Year 2020 General Plan Buildout With Pacific City Project Traffic Condition

Review of Columns 2 and 3 indicates that the intersection of Superior/Balboa and PCH will operate at acceptable LOS D and LOS B during the AM and PM peak hours, respectively, with the addition of Pacific City Project traffic in the future Year 2020 General Plan Buildout condition.

Appendix II contains the Year 2020 General Plan Buildout Intersection Capacity Utilization (ICU) calculation worksheets for the intersection of Superior/Balboa and PCH.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

This section presents the Congestion Management Program (CMP) traffic analysis. The analysis is consistent with the requirements and procedures outlined in the current *Orange County Congestion Management Program (CMP).* The CMP requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (HS). Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be 3% or more of the existing CMP highway system facilities' capacity. As noted in the Pacific City traffic study, the proposed project is projected to generate approximately 12,002 daily trip-ends, and thus meets the criteria requiring a CMP TIA.

The CMP highway system arterial facilities and CMP arterials closest to the project site consists of the Beach Boulevard, Pacific Coast Highway (PCH), and Warner Avenue. The CMP arterial monitoring locations/intersections nearest to the Pacific City site include Warner Avenue at PCH, Beach Boulevard at PCH, and Beach Boulevard at Adams Avenue.

Based on project trip generation estimates and trip distribution pattern presented earlier, the amount of project traffic using these CMP facilities indicates that, for all three CMP intersections listed above, a roadway link adjacent to the intersection exceeds the 3% threshold (1,689 daily trips) established by the CMP and all three CMP intersections have been analyzed in this report. In addition, the roadway link on PCH north of the intersection of Superior Avenue/Balboa Boulevard and Pacific Coast Highway exceeds the 3% threshold and the roadway link south of the intersection of Superior Avenue/Balboa Boulevard and PCH falls below the 3% threshold. Therefore, the intersection of Superior/Balboa and PCH has been analyzed according to the CMP criteria.

As a result, based on the traffic impact analyses conducted within the DEIR TIA and this addendum using the Orange County CMP criteria, it is concluded that the Pacific City project will not have any significant traffic impact on the Congestion Management Program Highway System. This is consistent with the DEIR TIA.

CONCLUSIONS

- The operating conditions at the intersection of Superior Avenue/Balboa Boulevard and Pacific Coast Highway were evaluated using the City of Newport Beach (ICU) methodology and California Department of Transportation (Caltrans) methodology (HCM) for signalized intersections. The analysis investigated the relative traffic impacts of the proposed Pacific City project on a near-term (Year 2008) and General Plan Buildout (Year 2020) basis.

- As presented in Table 12A, in the near-term horizon Year 2008 and according to City of Newport Beach methodology, the intersection of Superior/Balboa and PCH is expected to operate at acceptable service levels and will not be impacted as a result of Pacific City project traffic combined with background traffic (ambient plus related projects) based on City of Newport Beach traffic impact criteria. The intersection of Superior/Balboa and PCH, is expected to continue to operate at LOS C, during both the AM and PM peak hours, with the addition of Pacific City project traffic to background traffic

- As presented in Table 13A, in the near-term horizon Year 2008 and according to Caltrans methodology, the intersection of Superior/Balboa and PCH is expected to continue to operate at acceptable service levels and will not be impacted as a result of Pacific City project traffic combined with background traffic (ambient plus related projects) based on Caltrans traffic impact criteria. The intersection of Superior/Balboa and PCH, is expected to continue to operate at LOS D, during both the AM and PM peak hours, with the addition of Pacific City project traffic to background traffic.

- As presented in Table 15A, the intersection of Superior/Balboa and PCH will operate at acceptable LOS D and LOS B during the AM and PM peak hours, respectively, with the addition of Pacific City Project traffic in the future Year 2020 Newport Beach and Huntington Beach General Plan Buildout condition based on SARCCS traffic model data and existing lane geometry.

- The conclusions of this analysis are consistent with the conclusions of the Draft EIR/Draft TIA. The analysis concludes that no new significant impact would result, and no increase in the severity of an impact will occur.

- Based on our evaluation of the Orange County Congestion Management Program (CMP) requirements, it is concluded that the Pacific City project will not have any significant traffic impact on the Congestion Management Program Highway System.

Attachments

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